



REVETMENTS

The Official Journal of The Tan Son Nhut Association

A Memorial to the American Experience in Vietnam

AUGUST 2010



Editor's Note. The following is a copy of an article TSNA member Terry Longpre wrote for his local newspaper, the North River News. It was published there on July 1, 2010.

JPAC (Joint POW/MIA Accounting Command)

During my travels around the State of Florida participating in military funerals I have run across several cases where JPAC came into play.

JPAC stands for 'Joint POW/MIA Accounting Command' and is headquartered on the island of Oahu, Hawaii.

The command was activated on Oct. 1, 2003, created from the merger of the 30-year-old U.S. Army Central Identification Laboratory, Hawaii, and the 11-year-old Joint Task Force - Full Accounting. Commanded by a flag officer, JPAC is manned by approximately 400 handpicked Soldiers, Sailors, Airmen, Marines and Department of the Navy civilians. The laboratory portion of JPAC, referred to as the Central Identification Laboratory (CIL), is the largest forensic anthropology laboratory in the world.

The Mission Statement for JPAC is to achieve the fullest possible accounting of all Americans missing as a result of the nation's past conflicts. This includes the highest priority of returning any living Americans who remain prisoners of war. To date, the U.S. Government has not found any evidence that there are still American POWs in captivity from past U.S. conflicts.

2009 was a successful year for JPAC. They located, recovered, returned and identified 98 individuals, 26 from Korea, 19 from Vietnam and 53 from WWII.

JPAC has four detachments in the theater of operation. There are located in Bangkok, Thailand, Hanoi, Vietnam, Vientiane, Laos and the forth detachment is located at Pearl Harbor, Hawaii, and is responsible for recovery team personnel when not deployed.

A typical JPAC recovery team is made up of 10 to 14 people, led by a team leader and a forensic anthropologist and other members include a team sergeant, linguist, medic, life support technician, forensic photographer, RF systems communications technician/operator and an explosive ordnance disposal technician. Additional experts are added to the mission as needed, such as mountaineering specialists or divers.

In honor of the sacrifice made by the individuals whose remains were recovered during a recovery mission, JPAC holds an arrival ceremony with a joint service honor guard and senior officers from each service. Veterans, community members and local active-duty military often attend the ceremonies to pay their respects as the remains are transported from a U.S. military plane to JPAC's Central Identification Laboratory.

Following the ceremony, the remains of these fallen Americans will be transported to the JPAC Central Identification Laboratory where the forensic identification process begins. Once identifications are established, the names will be announced following the notification of next-of-kin.

For more information regarding JPAC visit their website at www.jpac.pacom.mil.

Most recently I participated in an escort and funeral mission for Sgt. James Alley, who had been an MIA for 38 years. In February of this year he was positively identified by JPAC and on May 8th we buried James in Arcadia bringing final closure for his family.

If you have any suggestions or comments I can be reached at PGRTerry@gmail.com.

As always, remember "It's not about the war, it's about the warriors."

God bless America and those who serve in uniform.

Editor's Note: On the top of Page 2 is the "logo" copied from the JPAC website.



SOMETIMES IT HAPPENS LIKE THIS

The following story began on Jul 16, 2010 and was a request for assistance from Amy Krize of the American Helicopter Museum and Education Center, West Chester, PA.

The museum has an AH-1G Cobra helicopter from Vietnam that had a history. Amy mentions they have an aircraft at the museum that they know a little about but wanted to talk to the gunner who flew the helo safely back after his pilot was killed in the aircraft over the Tay Ninh Province. The pilot who was killed in action was Gene Olson.

Amy did know that the name of the gunner was John Peele. Doing an internet search, she found our Tan Son Nhut Member, John Peele, President-Emeritus. She then sent him an email asking if he was the one that she was searching for.

On Jul 16, 2010, TSNA John Peele responded to Amy saying that although he was in Vietnam from 1969 - 1970 he was not the John Peele that she was looking for. TSNA John Peele let Amy know that Charles Penley might be able to help her in the search.

TSNA John Peele sent Amy's original email to me along with his response to her.

On Jul 18, 2010, Amy sent Charles Penley an email requesting assistance in her search. I then did an internet search for Amy and found two web pages that will help in the search.

1. <http://www.flyarmy.org/incident/70010303KIA.HTM>

At the time the synopsis was written it stated that Pilot John Peele is 55 and living in Orlando, Florida.

2. <http://www.bullwhipsquadron.org/>

#2 speaks of a 2010 Apache Troop Reunion, Orlando (Sanford) Florida. Date: Thursday, Nov 11 thru Sunday Nov 14, 2010. Contact: John Peele (It gave his email address also)

Charles Penley sent an email to Amy and mentioned that this could be the correct John Peele that she was looking for. I had included Pilot John Peele as a cc: in the email sent to Amy.

On Jul 19, 2010, Penley received an email from Pilot John Peele to Amy Krize, TSNA John Peele and Charles Penley letting us all know that he was the one that Amy was looking for.

Pilot John Peele, sent his mailing address and phone number in his email to us. He also sent a photograph of a portion of the Vietnam Wall showing the name Gene J. Olson. (see below).

Charles Penley
 377th Security Police Squadron
 Tan Son Nhut Air Base, Saigon, Vietnam
 Director of Communications, TSNA
 Webmaster, Tan Son Nhut Association



NOTATIONS FROM APPLICATIONS

Harley S. Badger, from Ohio, TSN Apr 67-Jul 70 13th/12th RITS:

I originally bunked in the 1200 area south of the Radar Domes and across the perimeter from the French Cemetery. In the fall of '67 I moved to new barracks alongside and north of Hotel 3. Had some great view during Tet '68, but unfortunately was downwind of the pallet of Right Guard deodorant in the PX that took a direct hit during the festivities; gave the entire barracks a different ambiance for a day or so.

FIRST POWERED FLIGHT AT SAIGON

By: Ed O'Dell
377th Supply Squadron
May 68-May 69

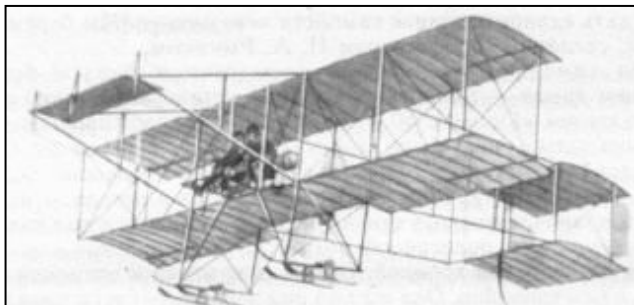
While many Tan Son Nhut veterans have an intimate familiarity with aviation history in Southeast Asia over the past 50 to 60 years or so, most have little knowledge of the very earliest history of powered flight in that remote part of the world.

During a visit to Vietnam in January 2008, my wife and I enjoyed several flights aboard Vietnam Airlines. Like every airline, Vietnam Airlines has its in-flight magazine, Heritage. While looking through a copy of Heritage magazine during one of our flights, I found an interesting article about the first powered flight in Vietnam. Later, on-line research led to additional information in an article by George A. Larson writing in the May 2000 edition of Air Classics.

The flight took place at Saigon in 1910, when Belgian/French pilot Charles van den Born took to the air in a Farman IV "Boxkite" bi-plane.



Henry Farman



Farman IV "Boxkite"



Charles van den Born

The Farman was the invention of French aviator Henry Farman, designer of the first aileron-equipped aircraft. Farman also established a flight school at Chalons, France, and along with his brother Maurice built aircraft for use in World War One.

Charles van den Born was born at Liege, Belgium in 1874. Van den Born first flew a Farman IV at Farman's Chalons flight school on December 31, 1909, at the age of 35. Eventually he was hired as a flight instructor at Chalons, providing flight lessons to pilots from France and other nations.

According to Heritage magazine and George Larson, van den Born decided to introduce aircraft to the Far East, covering the costs of his pioneering endeavor by providing demonstration flights and aircraft rides, and perhaps obtaining new orders for Farman aircraft.

By 1920, the Farman IV Boxkite was the standard French flight instruction trainer. However, because of its numerous wood struts, turnbuckles, wire supports and other complex construction characteristics, the standard Farman IV was not suitable for van den Born's Far East adventure. It simply required too many support personnel to prepare it for shipment between locations – disassembling, transporting and reassembling took a great deal of time and expertise.

So van den Born modified a Farman to make it easily transportable. Only one expert mechanic would be required to supervise inexperienced local labor in the disassembly and reassembly of seven aircraft components into a machine capable of flight just about anywhere. Like all early aircraft, the Farman was subject to damage due to accidents, so van den Born had to bring all the spare parts necessary to repair his fragile aircraft during his tour of the remote Far East, including two extra 50 horse power Gnome rotary engines, three props, and extra wheels, nuts and bolts, turnbuckles and wires, and wing fabric.

Van den Born, his wife and a mechanic sailed from Marseille, France aboard the steamer SS Polynesia on October 22, 1910. The first port-of-call was the British colony of Singapore. Unfortunately, Singapore's Governor General informed van den Born that he would not permit any demonstration flights on his turf. Not a great beginning for van den Born's great aviation adventure.

At this time, van den Born's tour was saved by an invitation from the French Indochina Governor General at Saigon, requesting him to perform flight demonstrations there. Upon their arrival in Saigon near the end of 1910, van den Born and his party received a warm welcome from his fellow countrymen.

As it turned out, van den Born was not the first French aviator to attempt a flight at Saigon. According to Larson, another aviator attempted the feat in a Bleriot-type aircraft in February, 1910. During takeoff, however, the aircraft crashed and could not be repaired.

So it was that at 10:30 a.m. on December 10, 1910, to the gasps, cheers and applause of a crowd of French and Vietnamese spectators, Charles van den Born took to the sky in his Farman Boxkite from an open field at the Saigon's Phu Tho racetrack or "Hippodrome". In doing so, he became the first person to accomplish powered flight in Vietnam (and perhaps all the Far East; in Japan, a Japanese army captain attempted a takeoff in a Farman IV in March 1910, but failed). After performing a series of flights at Saigon, van den Born went on to make the first powered flights in Siam (Thailand) and Hong Kong.



Of course, since that day nearly 100 years ago, Vietnam's skies have been the scene of many thousands of flights, in war and peace. Little could Charles van den Born have imagined the developments that would follow his then-state-of-the-art accomplishment. Interestingly, the aviation pioneer lived until 1958 – long enough to witness the phenomenal development of civil and military aviation throughout the world.

A FEELING OF SADNESS

As I watched in silence at the still red sky
Watching and waiting as time went by,
So peaceful and still it really did seem
As though I were lost in a beautiful dream.

A feeling of sadness I strangely had
But to myself I thought, it wasn't so bad,
For home was bound not too far away,
And it seemed to have passed in a single day.

It seemed as a dream of a tropical land;
Though a place of war where I lent my hand
To save the love of one I knew,
And closer to my heart this one she grew.

Like once leaving home it was for me
And to never return I knew it must be,
But my job had been done and my best I gave
To this land and beauty that I tried to save.

As the breeze blew soft and the dusk drew nigh
I have never seen such a beautiful sky;
Clouds so soft and a purple haze,
All I could do was stand and gaze.

Enchanting and strange but yet so real
Something that not everyone can feel;
Hidden beauty one can surely see - -
In a simple glass of Saigon tea.

Franklin Ybarbo
377th Security Police Squadron
Vietnam 1967-68

→
This poem, written by former TSNA member Frank Ybarbo was sent in by former TSNA President, and former Revetments Editor, Wayne Salisbury. Wayne found it in his files, and sent it in for publication.

By TSNA Chaplain Bob Chaffee

In a little over 60 days many of us will be assembling for our TSN Association in San Antonio. Now, Chaplains being Chaplains think about faith and fellowship, history and commitment. As the old Bible would say "thus" let's think about those things: San Antonio abounds with faith, fellowship, history and commitment. This August "Corner" is about the middle two.

We all know that the Alamo is the center of old life in San Antonio but few are aware that there are as old or even older mission buildings in the city. The winter issue of National Parks Magazine carries the cover article "The Missions" with the lead "San Antonio's missions have stood for hundreds of years and are still home to thriving religious communities". The National Park Service has four inside the Missions Historic Park. The first, San Jose' started in 1720, and then the 1730's saw Mission Espade, Los Compadres and San Juan. Two of the four still have full congregations today.

A lot of us will probably visit the one cared for by the "Daughters of the Republic of Texas" called The Alamo. We TSNA people are erudite and even brilliant so we will call The Alamo by its real name, The Mission San Antonio de Valero". The Mission Concepcion has a small reception center but the US Park Service has a Visitor's Center at Mission San Jose'. The Superintendent of the Historical Park tells us that San Antonio grew out of these missions and it represents the birth of the city but also the entire culture...of the southwest United States.

This city we will be visiting in October is one of many faces but religious faith is one very prominent. It housed at one time the largest protestant congregation in the world. It has many colleges and schools founded and sponsored by denominations, in fact a university founded by a church sits on the highest point of land in the city.

So, if you attend this "assembly" find the time to seek out some of the rich religious heritage of this very beautiful old city, San Antonio.

FROM OUR CHEERLEADER:

Hello: My name is Janice Jones and for the past five years, I have been personally writing to each member of the TSNA family.

In that time there have been members that have not been contacted. If you have not received a communication from me, would you please contact the TSNA Webmaster Charles Penley with your name and address and it will be kept confidential between you and me. Mr. Penley is a most excellent Brother who will pass them along to me.

I am a computer dinosaur! Translated—I know nothing about computers and the way that they work. I prefer this old fashioned method called "hand writing."

Send in your names and addresses as soon as possible. I am not getting any younger!

Thank you in advance for your help.

Love to Brothers & sisters,

Janice Jones
TNSA Cheerleader



Editor's Note: The item on the following page has been brought to our attention as an item that might be of interest to our members in one way or another.

We truly don't know too much about this organization, but from what I have researched about it, they have something interesting going on, which might (and should) be of interest to our readers. The information is submitted here for whatever use you might like to make of it, and does not indicate any endorsement by TSNA whatsoever. My nephew has informed me that he will be visiting this event, so he has been "requested" to take some pictures and provide a story. Stay tuned!



American Wartime Museum Chairman Allan Cors and President Craig Stewart invite you to attend a unique outdoor event on August 21 and 22, 2010:

The Museum's Open House will feature:

Over 50 vintage military armored vehicles, including tanks!

Several armored vehicle demonstrations

Living history displays and reenactments

Special performances

Activities for kids

And much more!

No charge for admission. Free parking. All American picnic food and drinks for sale at event.

You are welcome to join us on Saturday, Sunday, or both days and to bring your family and friends. You must register to attend this event.

Day 1: 10:00 a.m. to 4:00 p.m., Saturday, August 21, 2010

Day 2: 10:00 a.m. to 4:00 p.m., Sunday, August 22, 2010

Location: Aden Field (aka the "Tank Farm") in Nokesville, VA

RSVP: To register, go to <http://www.nmaw.org> and click EVENT at top of page.

Driving directions and a confirmation email will be sent to you once you submit your registration.

For more information about the American Wartime Museum, please visit our Website at: <http://www.nmaw.org>

For more information about the 2010 Open House event, contact Nancy Coursen, email: [Nancy Coursen](mailto:Nancy.Coursen)



AGENT ORANGE. As Vietnam veterans, we all know what it is and what it was used for in Vietnam. But unless you have actually been affected by an ailment connected to it, you may tend to brush the thought of Agent Orange aside. As a veteran who served anywhere in-country, that might be a very serious mistake.

In the early days when the news of how Agent Orange could cause serious problems in the later years of Vietnam veterans broke, we were lead to think that it didn't concern us. We had no direct contact with the stuff. Heck, those are cautionary stories for infantryman and Marines who spent every waking day in the boonies of Vietnam. We were at Tan Son Nhut...Saigon...Long Binh...Bien Hoa, and any number of places in III Corps lending support to combat units. And that's the problem, we were in III Corps, the most heavily sprayed tactical zone of the Vietnam War. It makes good sense why that was, III Corps was the heart of the United States war effort. Everything was there, Tan Son Nhut Air Base, the world's busiest airport at the time, and Long Binh, the largest U.S. military installation in the world in the same time period. It is obvious why those areas of Vietnam would be sprayed more that some other areas.

Being a member of the U.S. Army, I came to Vietnam through Bien Hoa, and spent several days processing through the 90th Replacement Battalion at Long Binh. My first thought on seeing Long Binh was how sparse in trees and other vegetation it was. When we would experience a flash monsoon rain storm, the place was one big mud hole. There was nothing else but the bare clay soil to hold the rain. In recent years, I understand that Long Binh experienced an accidental spill of upward to 50,000 gallons of the Agent Orange chemical in 1966. This was mixed with the soil and often used to pave roads.

Many have described the smell of the chemical as having an oily or diesel fuel smell. That may be an accurate description. I worked at an open window at Camp Alpha, and I would often sense that smell in the air, especially at night. The smell even came from the insecticide cans the Vietnamese papa-sans used to spray for bugs at Camp Alpha.

When I left Vietnam and separated from the Army upon arrival at Oakland, I had the usual military separation physical given to all personnel and a briefing in which we were asked if we had any physical complaints. Naturally, at the time there were none. I felt healthy and great, and I had that feeling all through the 70s and early 80s. Then, in March of 1988, I began to show problems of heart failure. I had a chronic ache across my shoulders, a persistent cough, and for the first time, a shortness of breath whenever I walked short distances. In the final stages, I had a swelling of my ankles and wrists. This forced me to see my doctor.

Entering my doctor's office, he took one look at me and told me that he didn't even have to examine me to tell me what was wrong...I was in severe heart failure. Luckily, the hospital was right across the parking lot and he sent me there immediately. As I walked across the parking lot, the doctor had alerted the ER that I was coming and what he thought my diagnosis was going to be. By the time I walked through the doors of the ER, they had summoned a cardiologist who confirmed the diagnosis, severe heart failure complicated by stroke level high blood pressure.

I was admitted to an ICU immediately, examined, and medications prescribed to alleviate the symptoms. My new found cardiologist checked on me several times a day talking to me to determine what may have brought on my condition. I was only 42 at the time, and he thought me too young to have a sudden onset of heart failure. After a week to stabilize my condition, he had me transferred to a city hospital in Philadelphia to be seen by the cardiologist there.

In Philadelphia, they performed a catheterization and determined that I had four blocked arteries, three of which were almost blocked completely. They scheduled me for an angioplasty which I had two days later. The following day, they released me, and I felt great once again. That week, following their advice, I saw my cardiologist at home again. Over the next year and a half, he scheduled numerous stress tests to insure my condition improved. He also said that I had high blood pressure and said he could not tell if it was the heart problem that had caused it, or whether it had caused the heart problem. It was the old which came first, the chicken or the egg story. His nurse had a sister who had served as a nurse in Vietnam. As I left his office for the last time she said, and I'll never forget her words to me now, "Watch your health very carefully. You're a walking time bomb." I didn't think much of it then. I had briefly mentioned that I had been in Vietnam. I thought the comment had fallen on deaf ears. It hadn't.

I returned to work and didn't have any problems or relapses for seven years.

On the night of November 9 into the 10th, 1995, I had a stroke in my sleep. I didn't feel a thing when it happened. I woke up on the morning of the 10th with right side paralysis. The EMT squad took me to the same hospital where I had been treated seven years before with the heart problem. Again I was diagnosed, my condition made stable, then transferred to

a second hospital in the area that did stroke rehabilitation. I spent three months there and was released at the end of January 1996.

This time, my condition was determined to be permanent and I could not return to work. So, involuntarily retired, I spent my days reading. Now I had had two serious incidents within the space of seven years, and I was only 49. I couldn't help but wonder why.

One day early in my new status as a retiree, I was reading a copy of Vietnam magazine and happened across an article on Agent Orange. The article said that the VA now considered anyone who had stepped foot in the country of Vietnam to have been exposed and to look for certain health problems. This is when I first became aware of the VA's famous "ailment list." I closed my eyes and rolled back a thousand or so experiences in my mind to those years. Finally I arrived at the conclusion that it had to be. I didn't smoke and was not too drastically overweight.

For the past fourteen years since the stroke, I have read everything I could find on Agent Orange. I listened to every story anyone would tell about their experience. I now accept the fact that every Vietnam veteran is a victim of Agent Orange whether he has an ailment or not. It's just waiting to claim another victim.

In October, General Eric Shinseki, the Secretary of Veteran Affairs, announced three new ailments connected to Agent Orange exposure, one is ischemic heart disease. Finally, I had an opening to file my first VA medical claim. Heart disease with stroke as a secondary ailment. My wait may be over. Now my war with the VA may be just starting

Jim Dugan, Life Member
178th Repl Co, 90th Repl Bn
Camp Alpha 1969-1970

April 11, 2010



ARRIVING AT TSN

By: Herman Paul
377th AP Squadron
Nov 66—Nov 67

It was night when we landed at Tan son Nhut, and it was hot. I had no idea what those lights in the sky were until someone in the long line we were standing in asked a guy in another line, "what's with the lights in the sky?" I don't remember what he said but I didn't like it. I was hot, tired, and a little scared, and I'd only been on the ground a few minutes.

There were lines from the plane I'd just got off of, there were lines to change your money into (MPC), there were lines to the john, we were standing elbow to elbow, it was a mad house.

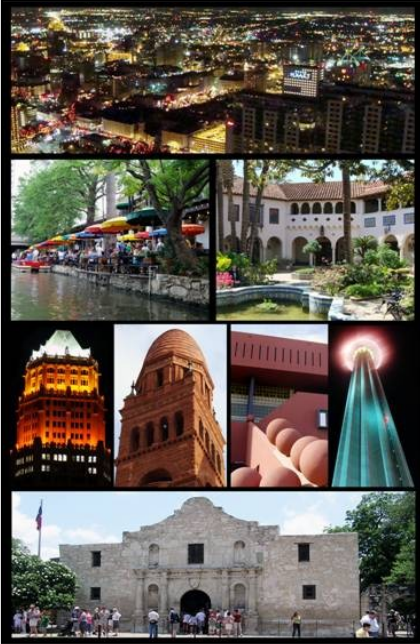
What I was thinking at that time, and what I'm writing right now was (not) PG . . . There was a line to the plane that I'd just got off of, the seat I was sitting in would soon have a lucky guy in it on his way home . . .

The guys in the line I was standing in must have had long faces, because the guys in the line to the plane we had just got off of, were smiling brightly, we had just landed, and they were climbing aboard to fly away! It was a sinking feeling. Two lines, passing side by side, one going to the plane and one from the plane.

I glanced at the guys going past me, knowing they were going HOME . . . Not in a million years would anyone have thought this could happen. But coming toward me in that line was Dennis Littlejohn, a good friend of mine I had been stationed with for 3 years in Duluth, MN. I wanted to kiss and slap him at the same time . . . I was happy for him, but I wanted to crawl up on his boot and go back with him, as little as I felt no one would see me.

I wished him the best and told him I was glad he made it, and he told me, "If you make it back, you won't be the same person you are right now" . . And he was right, I'm not . .

Tan Son Nhut Association – 2010 Reunion



Still thinking about attending the Tan Son Nhut Association 2010 Reunion in San Antonio, TX?

Ask your spouse to curl-up with you next to the computer and watch this 30 minute documentary about the San Antonio Riverwalk...and then make up your mind.

Paseo Del Arte: Expanding the San Antonio Riverwalk

<http://video.klrn.org/video/1398322012/>

Some folks are extending their reservations to make this their fall 'destination vacation'. Add on a day or two to your travel plans and



visit the **San Antonio Mission Trail**, or major attractions such as **SeaWorld San Antonio** and **Six Flags Fiesta Texas**, in addition to our TSNA Riverwalk reunion.



The four-star hotel rooms for our 2010 reunion have been deeply discounted from the regular price of \$180–night, down to \$119–night for TSNA reunion guests.

The 2010 TSNA Reunion Registration Form – can be printed from this web site:

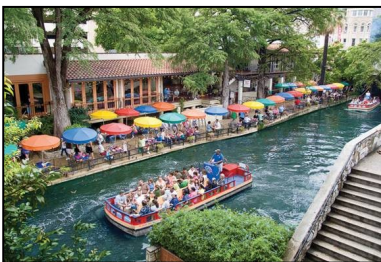
<http://www.tsna.org/reunion/registration.pdf>

Make separate **Crowne Plaza Riverwalk** hotel reservations by clicking on this link {have your credit card number ready}

<https://resweb.passkey.com/go/TSN>

We are limited to the first 300 reservations for our 2010 Reunion.

Sign-up NOW!



The Tan Son Nhut Association welcomes you to the San Antonio Riverwalk, the #1 Tourist Attraction in Texas that attracts over 5.1 million visitors to the city of San Antonio annually. The San Antonio Riverwalk is a 2.5 mile long public park lined with Hotels, Restaurants and Attractions, open 365 days per year. Serving as a family friendly tourist attraction, the Riverwalk and our Crowne Plaza Riverwalk reunion hotel are embedded in the downtown landscape of San Antonio and just blocks from many tourist attractions, including the Alamo. San Antonio is rich in culture that defines many of the tourist attractions that are all within walking distance from the Riverwalk, making it a great destination to visit with no need for transportation once you arrive!

And, remember our field trip to Lackland AFB for BMT graduation and parade, bus windshield tour of the base training areas, and lunch in the BMT Chow Hall with active duty basic trainees.



"Well, look who's come back to Lackland AFB.

I've been waiting a long time to see you again. Now . . . drop and **give me 20!**"

Tan Son Nhut Association
P. O. Box 236
Penryn PA 17564

Revetments is an official publication of the Tan Son Nhut Association, Inc.
P.O. Box 236, Penryn, PA 17564-0236
The Association is a non-profit fraternal organization chartered under the appropriate statutes and law.

President: Robert Robinson Gales
Vice President:
Treasurer: Carol Bessette
Secretary: Dale Bryan
Dir. of Communications/Webmaster: Charles Penley
Director of Marketing: Johnnie Jernigan
Dir. of Membership Development: George Plunkett
Director of Public Relations: Richard Carvell
Director of History: Bob Laymon
Chaplains: Rev. Dr. James M. Warrington,
Rev. Dr. Billy T. Lowe; and Rev. Bob A. Chaffee
Co-Founders/Presidents Emeriti: Don Parker and John Peele
President Emeritus: Wayne Salisbury
Revetments Editor: Larry E. Fry
Web Site: www.tsna.org

Annual Membership: \$20.00
Five Year Membership: \$80.00
Life Membership: \$180.00



**NEW
MEMBERS**



Mr. John C. Kidwell FL jaysea@knology.net Dec 65 - Dec 66 1876th Communication Squadron
Mr. Harley S. Badger OH chipbadger@oh.rr.com Apr 67 - Jul 70 13th-12th RITS

TSNA and its officers, directors, employees and agents do not make any guarantees of any kind about the content, accuracy, or timeliness of information in the TSNA newsletter, *Revetments*. The use of information from this newsletter is strictly voluntary and at the user's sole risk. TSNA shall not be liable for any damages of any kind related to the information in this newsletter. The opinions expressed in the newsletter are those of the authors and do not constitute the opinion or policy of TSNA.